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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Kalinin Oblast)

REPORT

SUBJECT Unidentified Aircraft Plant at Ivankovo and the Joint Institute of Nuclear Research at Dubna.

DATE DISTR.

*19 May 1960*

NO. PAGES

1

REFERENCES

50X1-HUM

DATE OF INFO.

PLACE &amp; DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report, with area sketch, of Ivankovo (N 56-44, E 37-09). The report includes a few details on the Joint Institute of Nuclear Research at Dubna. It mentions an aircraft plant which became operational in 1953 or 1954 and a rumored war material plant which was under construction in 1957.

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*21 Jun 1960*

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STATE	X	ARMY	X	NAVY	X	AIR	#	15	NSA	X	FBI		NIC	X	
(Note: Washington distribution indicated by "X"; Field distribution by "#").															

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S-E-C-E-S-T

COUNTRY: USSR (Kalininskaya oblast)

REPORT NO.

SUBJECT: Unidentified Aircraft Factory  
and Atomic Research Institute  
in Ivankovo

DATE OF INFO:

DATE ACQUIRED:

DATE OF REPORT: 28 April 1960

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(N56-44, E 37 XV)

**UNIDENTIFIED AIRCRAFT FACTORY AND  
ATOMIC RESEARCH INSTITUTE IN IVANKOV**

OKB1 (N56-44, E 37-09)

- It was rumored that after 1959, Ivankovo, Kamy, and other unknown cities in Kalininckaya oblast, were to be placed under the jurisdiction of Moscow oblast. The reason for this transfer was allegedly to facilitate more direct control by Moscow over the military and scientific research industrial centers located in these cities. [ ] the existence of an atomic research installation and an unidentified aircraft factory located in Ivankovo. (See points 5 and 6 of legend identifying sites in [ ] sketch of the Ivankovo area.)
- In 1957 the population of Ivankovo was estimated to be 30,000, representing an increase of 20,000 over the pre-WW II figure. The urban part of the city extended toward the south and southwest, and the industrial part of the city was located in the north and northeastern sections along the bank of the Volga River. [ ] construction of the industrial installations was accomplished by Soviet prisoners who were serving short sentences. In 1956 one or two prison camps were located near the city.

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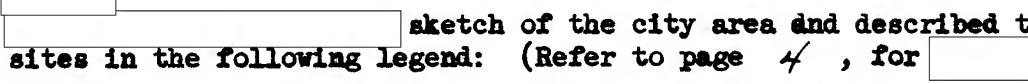
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 Sketch of Ivankovo and Surrounding Area

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3.  sketch of the city area and described the numbered sites in the following legend: (Refer to page 4, for sketch) 50X1-HUM

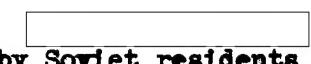
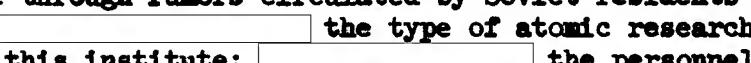
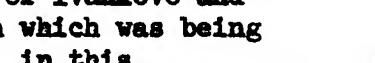
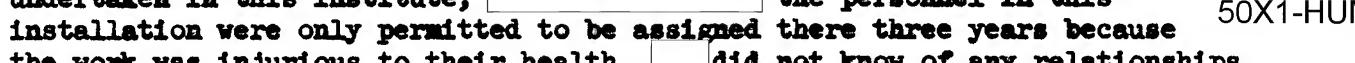
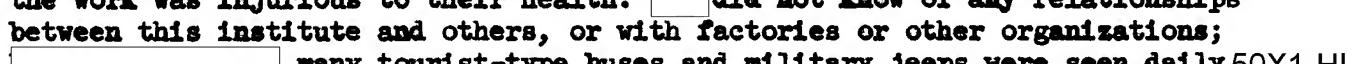
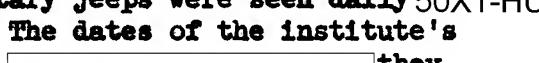
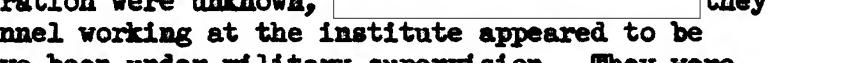
1. Highway leading from Kimry. The section from Kimry to the Volga River was cobblestone surfaced. A road section one-third the width of the cobblestone highway crossed a portion of the river over a floodgate or dam (which regulated the level of the Volga River so that it would flow into the Volga-Moscow Canal) then continued through a tunnel to the opposite river bank. From the right bank of the Volga River to the cities of Ivankovo and Moscow, the highway was 12 to 15 meters wide and was asphalt paved.

2. Novyy Gorodok. This was a recently constructed housing area about one-half kilometer square located about four kilometers northeast of Ivankovo along the right bank of the Volga River. Construction of apartment houses four or five stories high had been accomplished by prisoners in 1956, and in 1957, although some quarters were occupied, work was still in progress. It was said that this settlement was designated for personnel who worked in the secret factories in Ivankovo.

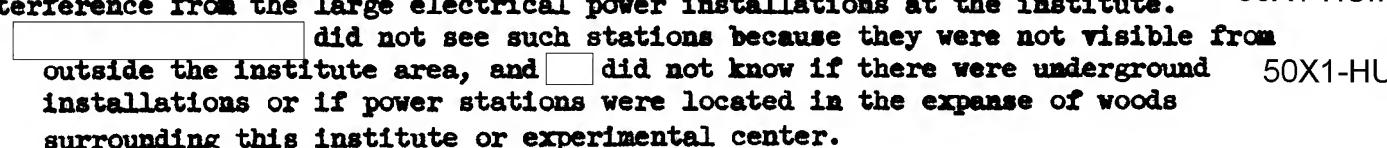
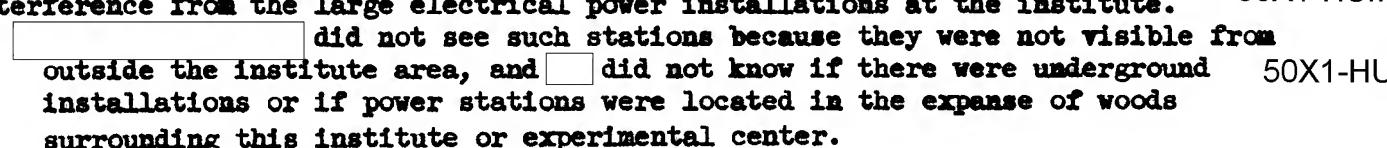
3. Volga River.

4. Locks and dam for raising the Volga river level to that of the Volga-Moscow Canal, also the location of the section of the Kimry-Ivankovo highway which crossed the river.

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5. Institute of Atomic Research in Ivankovo.  the existence of this institute through rumors circulated by Soviet residents of Ivankovo and its suburbs.  the type of atomic research which was being undertaken in this institute;  the personnel in this installation were only permitted to be assigned there three years because the work was injurious to their health.  they did not know of any relationships between this institute and others, or with factories or other organizations;  many tourist-type buses and military jeeps were seen daily in the vicinity of the institute's main entrance. The dates of the institute's construction or of initial operation were unknown,  they were prior to 1950. The personnel working at the institute appeared to be civilians, however they may have been under military supervision. They were all Party members and  they resided in various surrounding neighborhoods.

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6. Radios functioned poorly in the city, and this was said to be caused by interference from the large electrical power installations at the institute.  50X1-HUM  
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The institute faced a small square on the eastern side of the highway to Moscow. At the front of the installation there was a brick wall about three meters high, 100 meters long, with a main entrance at its approximate center. Facing the entrance, the observer saw a single building and a dense woods of pine and birch, which gave the installation the appearance of a sanitarium. No guards were seen at the entrance, but "prohibited zone" signs were posted at 50 meter intervals along the 500 meter side of the institute on the right bank of the Volga. Six or eight MVD guards were seen on the river bank; wire fences or walls were not visible in the dense woods. No noises of any description were emitted from this institute

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6. Wooded area containing an aviation factory whose construction was directed by German scientists (30 men at least 50 years of age, who lived with their families) and which became operational in 1953 or 1954. [redacted] 50X1-HUM the relationship between this factory and other factories or centers, its designated plant number, or other information. No noises were heard in the area nor did the local people comment about having seen glares or unusual sights.

In this same area, exact location unknown, in 1957 another factory was being constructed by prisoners with short sentences. It was rumored that this was also a war material plant, but nothing was known about it.

7. Dam or artificial lake supplied by the Volga River.
8. Originating point of the Volga-Moscow Canal.
9. New housing area constructed after 1950. The type of inhabitants were unknown, [redacted] at least some of the occupants were workers in the secret industrial plants of the city. 50X1-HUM
10. Approximate outline of the city area of Ivankovo.
11. Standard gauge railroad line to Moscow. [redacted] This line was not electrified, at least not in the vicinity of Ivankovo. 50X1-HUM

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Sketch of Ivankovo Area

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